

Issue 198

16 December 1995

CBW

Coach and Bus Week

The PSV industry's news weekly

Running BENT

HOW TV SEES OUR INDUSTRY



STAGECOACH BUYS AGAIN
Cambus sells for £12.6 million **Page 6**



BENCHMARKS ARE SET
Clarkes has sights on Queen's award **Page 9**



PRESSURE COMES OFF GMS
New buses and Super Route starts **Page 12**



LE SHUTTLE GRIDLOCK
Duty-free price bonanza brings chaos **Page 14**

HIGH QUALITY LOW MILEAGE COACHES FROM OUR HIRE FLEET

1995 M EOS 90 49R, toilet, air conditioning
1995 M DAF SB3000 WS Van Hool Alizee 'H', 51R/Toilet
1995 M DAF SB3000 WS Auto Van Hool Alizee 'H', 51R/Toilet
1995 M DAF SB3000 WS Auto Van Hool Alizee 'H', 55R
1995 M DAF SB220 Auto Ikarus Citibus, 48 str
1995 M SB220 Auto, Northern Counties Paladin, 49 str bus
1994 L DAF WS3000 Van Hool Alizee 'H', 51R/Toilet
1994 L DAF KS3000 Easishift Van Hool Alizee 'H', 51R/Toilet
1994 L DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1994 L DAF SB3000 Int Retarder, Van Hool Alizee 'DH', 51R/Toilet
1994 L DAF HS2700 Auto Van Hool Alizee 'H', 51R/Toilet
1994 L MB230LT Auto Van Hool Alizee 'H', 51R/Toilet
1993 K DAF KS3000 Auto Van Hool Alizee 'DH', 51R/Toilet
1993 K DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1993 K DAF SB3000 Van Hool Alizee 'H', 51R/Toilet
1993 K DAF SB3000 Auto Van Hool Alizee 'H', 51R/Toilet
1993 K DAF SM230LT Van Hool Alizee 'H', 51R/Toilet
1992 J DAF SB2305 Duple 340, 57R
1992 J DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet



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DAFBUS PARTS & SERVICE

1992 J DAF MB230LB Van Hool Alizee 'H', 51R/Toilet
1992 J DAF MB230LT Van Hool Alizee 'H', 51R/Toilet
1991 H DAF SB2305 Van Hool Alizee 'DH', 51R/Toilet
1990 G MB230LB Van Hool Alizee 'SH', 53R/Toilet
1990 G MB230LB Van Hool Alizee 'H'
1990 G DAF SB3000 Van Hool 'SH', 49/Toilet
1989 F DAF SB2305 Van Hool Alizee 'DH', 53R
1989 F DAF SB2305 Van Hool Alizee 'DH', 51R/Toilet
1989 F DAF MB230LT Plaxton 3500, 51R/Toilet
1989 F DAF MB230LB Plaxton 3500, 53R
1989 F DAF MB230LB Plaxton 3500, 51R/Toilet
1989 F DAF DHTD Duple 320SL, 51R/Toilet
1988 E DAF SB2300 Van Hool Alizee, 51R/Toilet
1988 E DAF SB2300 Duple 340SL, 53R
1988 E DAF MB230LT Plaxton 3500, 51R/Toilet
1988 E DAF MB230LB Plaxton 3500, 53R

HIGH QUALITY USED COACHES

1994 L IVECO, 19 str minibus
1993 K DAF SB2700 HS, Caetano Algarve, 53R
1990 G VOLVO B10M Plaxton 3500, 49R/Toilet
1990 G DAF DHTD Duple 320, 57R
1989 SB3000 Plaxton 3500, 51/Toilet
1988 E DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1988 F SB3000 Van Hool Alizee SH, 49R/Toilet
1987 E SB2300 Plaxton 3200, 55 seats, air conditioned
1987 E SB3500 Plaxton, 53R, air conditioned
1987 E DAF SB2300 Plaxton 3500, 53R, air conditioned
1987 D DAF SB2300 Van Hool Alizee 'H', 49R/Toilet
1987 D DAF SB230LB Duple 340, 53R
1987 D VAN HOOL T815, 51/Toilet
1986 C DAF MB200FL Plaxton 3500, 51R/Toilet

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**PARTS STOCKISTS:
BOVA, VAN HOOL
TOYOTA OPTIMO**

1994 VOLVO B10M VAN HOOL ALIZEE-HE 12M

49/53 recliners, centre sunken demountable toilet, continental door, double glazed tinted side windows with roller blinds, wired TV/video, finished white.
M.O.T. OCTOBER 1996

1993 VOLVO B10M PLAXTON PREMIERE 350 12M

53 recliners, red/black stripe moquette, rear continental door, double glazed tinted side windows, courier seat, power entrance door, finished white/orange.
M.O.T. SEPTEMBER 1996

1991 (AUGUST) LEYLAND SWIFT REEVE BURGESS HARRIER

37 seats, brown/orange moquette, power entrance door, finished white/beige/rose.
M.O.T. JULY 1996

1990 DAF SB3000 VAN HOOL ALIZEE-DH 12M

51/53 recliners, re-trimmed brown graffiti moquette, centre sunken demountable toilet, continental door, double glazed tinted windows, curtains, courier seat, provision for driver's berth, water boiler, wired TV/video, low driving position, finished cream/brown.
M.O.T. NOVEMBER 1996

1990 TOYOTA CAETANO OPTIMO

21 seats, brown/fawn moquette, courier seat, curtains, power entrance door, finished white/orange/brown.
M.O.T. APRIL 1996

1989 (October) DAF DKFL VAN HOOL ALIZEE-H 12M

51 recliners, beige/brown/orange moquette, courier seat, centre sunken toilet, continental door, double glazed tinted side windows, curtains, water boiler, power entrance door, TELMA retarder, wired TV/video, finished white/green/red.
M.O.T. MARCH 1996

NEW for '96

VOLVO B10M VAN HOOL ALIZEE

VOLVO B9M VAN HOOL ALIZEE

BOVA FUTURA FHD 12.330

BOVA FUTURA FLD 12.270

BOVA FUTURA FLC 12.275

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requirements now!*

1989 (August) LEYLAND TIGER 260 DUPL 320 12M

53 recliners, brown/orange moquette, double glazed tinted side windows, pull-down blinds, power entrance door, TELMA retarder, chassis autolube, finished all white.
M.O.T. SEPTEMBER 1996

1989 VOLVO B10M PLAXTON PARAMOUNT 3500 12M

49/53 recliners, grey/red moquette, centre sunken demountable toilet, continental door, tinted side windows, curtains, courier seat, wired TV/video, power entrance door, finished silver/red.
M.O.T. FEBRUARY 1996

1989 VOLVO B10M VAN HOOL ALIZEE-H 12M

52 recliners, brown/orange moquette, courier seat, tinted side windows, power entrance door, finished white/blue.
M.O.T. FEBRUARY 1996

1988 VOLVO B10M VAN HOOL ALIZEE-SH 12M

49 recliners, orange/brown/red moquette, o/s rear toilet, continental door, servery, drinks machine, fridge, double glazed tinted side windows, driver's berth, power entrance door, finished duo blue.
M.O.T. NOVEMBER 1996

1988 VOLVO B10M PLAXTON PARAMOUNT 3500 12M

51 recliners, beige/orange moquette, tinted side windows, curtains, drinks machine, o/s rear sunken toilet, continental door, power entrance door, finished cream/red.
M.O.T. JANUARY 1997

1988 LEYLAND TIGER 260 PLAXTON PARAMOUNT 3500 12M

49 recliners, red/grey moquette, sunken toilet o/s rear, continental door, double glazed side windows, curtains, courier seat, water boiler, finished cream/grey.
M.O.T. NOVEMBER 1996

1987 VOLVO B10M PLAXTON PARAMOUNT 3500 12M

49 recliners, re-trimmed in grey/red moquette, courier seat, tinted side windows, curtains, drinks machine, TELMA retarder, power operated door, finished white.
M.O.T. MARCH 1996

1985 DAF DKVL DUPL CARIBBEAN II 12M

49 recliners, grey/red moquette, rear sunken toilet, continental door, driver's sleeping berth, double glazed side windows, curtains, courier seat, drinks machine, wired TV/video, finished grey/red/orange/yellow.
M.O.T. JUNE 1996

1983 (September) BOVA EUROPA II INTEGRAL 12M

49 seats, brown striped moquette, courier seat, centre sunken toilet, continental door, tinted side windows, power entrance door, wired TV/video, finished white/red/blue.
M.O.T. APRIL 1996

**We will be open for
business during the
holiday period.
Wednesday 27th to
Friday 29th December.**

CBW

Coach and Bus Week
The PSV industry's news weekly

IT is a shame that the BCC team which produced Public Eye's *Running Bent* documentary marred an important message by alienating the industry which may have supported its aims.

The issue of 'rogue' operators - who run poorly-maintained, ageing vehicles and flout driving regulations - is one which is of great concern not only to the media but to this industry. The subject deserved balanced reportage rather than sensationalist, sound-bite TV... but that's the treatment many operators feel it got.

The CPT was happy to assist the BBC with the common purpose of identifying the root cause of this real problem, but was snubbed after having offered its advice to the camera for a full hour. Instead, Public Eye chose as an expert witness a coach driver convicted of dangerous driving.

The programme attempted to use anecdote to question Government safety statistics. However, the fact remains that it's at least four times safer to travel by PSV than by car - something that should have been pointed out to the man from BUSK who won't put his kids on school buses. The greater part of this industry would like to see that figure improve still further, but was never allowed to say so.

Had we been asked, we would have confirmed that every responsible operator in this industry, its trade associations and this magazine want to see better-quality enforcement of existing regulation. We would like to see coach users, including councils, set a higher standard for their own transport - a standard which this industry is more than capable of delivering. Instead, as highlighted elsewhere in this issue, we still see holiday operators offering £150 a day to take children on tour.

These and other crucial issues were sidelined in the rush to make an obvious statement - that, when costs are cut, something has to give. We all know this. What we want to know is why costs are not being met, and why this is still evading the enforcement agencies' resource and ability to ensure nothing is allowed to give.

Possibly the most telling comment in the programme was from the former VI man who admitted that catching the real rogues who park their vehicles in the garden was a task officers avoided as too time-consuming. One of the industry's chief concerns is that the VI could so easily become a parallel of the Child Support Agency - targeting those who pay too little and ignoring those who pay nothing.

The next issue of Coach and Bus Week will be dated 6 January 1996

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● STOP PRESS ●

MPs call for Ofbus

THE CPT has given a mixed reaction to the long awaited recommendations of the House of Commons Transport Select Committee.

The committee's report, *The Consequences of Bus Deregulation*, lists some 34 recommendations, including more roadside checks by the Vehicle Inspectorate.

Key recommendations are the creation of an Ofbus-type regulator, with wide-ranging powers and responsibilities, including the issuing and revoking of class licences to large operators.

The committee also strongly recommends more power and resources for traffic commissioners, so they could require the registering of free services and levy fines of any amount up to 20 per cent of an operator's fuel duty rebate.

Other recommendations are less controversial. For example, no VAT on fares, and the removal of the cap on fuel duty rebate.

"We are delighted that MPs support our calls at a practical level for no VAT on fares, removing the cap on fuel duty rebate and recognising the under resourcing of the traffic commissioners," said the CPT's David Watson. "But we challenge the view that the industry needs a regulator. That would merely add an unnecessary layer of wasteful bureaucracy."

Actionform

A STORY on Actionform (CBW, 9 December) said the company's profits had virtually doubled. Md Peter Tonks has asked us to point out it was turnover and not profit that doubled. Also a computer error meant the Christian names of Mr Tonk's wife Joanna and son Oliver did not appear. Our apologies for these errors.

▼ Coach and Bus

TV's Public Eye causes

CPT accuses BBC of appalling bias and says interview with Palmer was

by Mark Williams



BBC2's *Public Eye* caused a storm of protest with its screening last week of *Running Bent* - a programme looking at safety issues in the coach and bus industry.

The Confederation of Passenger Transport accused the producer of "appalling bias" and said an hour-long interview with its director general, Veronica Palmer, was completely shelved at the expense of balance. And

National Express has asked the producer why its coaches were used as a

backdrop for allegations of falling standards.

"I firmly believe the

programme was very much the weaker for the absence of comment from the industry's official trade association, and have communicated this to the BBC producer in question," said CPT director of public affairs, David Watson.

"Enforcement is the key to all this industry's problems. But the enforcement agency is under-staffed, under-resourced and under-qualified. Nor does it have a consistency of approach.

"The VI gets involved in trivialities. It is my personal view that it



'VI gets involved in trivialities' says the CPT

...as producer refutes claims of bias



PUBLIC Eye producer Mark Savage refuted claims that *Running Bent* was not balanced.

"We bent over backwards to be even-handed, even showing the shiny new vehicles at the coach exhibition," he told *Coach and Bus Week*. "The problem was that our target was the dark side of the industry.

"The programme came about because we were contacted by members of the coach industry. One driver, who was at the outset prepared to go on record, gave us information which we then fol-

lowed up. There is no conspiracy, but we did want to show where things are going wrong."

Mr Savage acknowledged that the programme failed to go into depth in several areas, such as council lowest-cost tendering, but said the impossible task of the editing was to condense 20 hours of film into half an hour.

"I am most concerned that the Confederation of Passenger Transport accuses us of bias. We took to heart very much Mrs Palmer's comments about enforcement."

Mr Savage said the issue of

expert witnesses such as the convicted coach driver was always difficult to answer, and that eventually the quality of their statement depended entirely on them as individuals.

"Here was a man who admitted he was wrong, and was sorry for what he had done," said Mr Savage.

He said he thought the majority of the coach industry would back any crackdown on rogue operators.

"And I believe it is in the industry's interest to expose these people," he concluded.

Running Bent 'flawed'



TV documentary *Running Bent*, screened last week, was flawed in its content.

Presenter Tim Rogers made the comment that the industry had "boasted" of its safety record, derived from Government accident statistics, then said the programme had found "worrying evidence which

tends to undermine that claim." The programme never refuted the figures.

Running Bent introduced as one of its experts a driver who had been jailed for dangerous driving. The brakes on his coach had also failed, despite having been inspected by the VI, and he had hit a lorry. Yet the programme's claim that old coaches are inherently unsafe was not enforced

by this incident, in which the coachload of children escaped with minor cuts and bruises.

In examining the seatbelt issue, the programme extensively quoted a representative of Belt Up School Kids (BUSK), offering the view that his children were safer in his car than on the school coach, and did not correct this statement.



Charles Pedrick: as seen on television

s outrage...

s shelved at the expense of balance

should not be issuing prohibitions on matters of passenger comfort."

Mr Watson said he felt this issue was given little prominence, and the programme failed to identify a VI inspector's error when he claimed it is an offence not to carry a work roster when operating within the scope of tachograph regulations.

Operator Bromyard Omnibus of Herefordshire said some sequences in the programme were irrelevant. Twice, a 1963 Duple Bella Vega coach was shown in roll-over to

demonstrate a point about safety.

"How can the inclusion of a 32-year-old coach be allowed to pass unchallenged?," said Bromyard's proprietor Martin Perry. "Had this programme been about car safety, and shown a test with a Ford Prefect of a Vauxhall Velox, there would have been laughter in the streets."

Mr Perry said the programme failed to address the root cause of its point, that ageing, sub-standard coaches are being hired. The fault lies



Running Bent: the image of a section of our industry TV presented

with councils' lowest-cost tendering without setting quality standards, says Mr Perry, and can be traced back to central Government spending restrictions. This issue was men-

tioned in the programme by traffic commissioner Ron Ashford, but was not pursued.

"The sooner contracts are awarded on the basis of long-term quality

rather than short-term cheapness, the sooner we will realise our ambitions of smart, new buses competently driven by skilled, well-trained, motivated drivers," Mr Perry said.

NatEx demands an explanation



NATIONAL Express is said to be "extremely annoyed" at being featured in *Running Bent*.

NatEx has written to producer Mark Savage demanding an explanation of the reasons for one of its vehicles - and Victoria Coach Station - being shown while a voice-over spoke portentously

about falling standards.

"The implication of this particular combination of visual and commentary could be particularly damaging..." says a NatEx spokesman in the letter to the BBC. "I must also question why you felt unable to contact us in advance for either a comment or, out of courtesy, to advise us that the programme was being made."

▼ Coach

No serious injuries as coach is involved in freak accident

A COACH accident last week in which a Caetano MAN 11.190 rolled three times resulted in no serious injury.

The freak accident in Shropshire, involving one of Longmynd Coaches' vehicles, saw the coach leave a tiny, single-track road and tumble 30 feet down a hillside, reportedly rolling over three times.

The coach remained in one piece and, of the 18 casualties taken to hospital, only eight including driver Claire Childs were still detained as

CBW went to press.

The coach was fitted with seatbelts in the exposed positions but it is believed they were not being worn. None of the injuries was thought to be life-threatening, said the Royal Shrewsbury Hospital.

A police spokesman said investigations were continuing into the cause of the accident. Road conditions were said to be reasonable and, so far, no faults had been found on the five-year-old vehicle.

▼ Bus

Restructuring costs peg FirstBus back to £9.07m

FIRSTBUS plc's operating profit rose 23 per cent to £19.4 million (before merger, restructuring and ESOP costs) for the six months ended 30 September 1995. Turnover rose 16 per cent to £174 million, operating margin is up from 10.5 per cent to 11.1 per cent, profit before tax has risen by 20 per cent to £14.3 million, (before merger and restructuring costs reduced it to £9.07 million) and adjusted earnings per share are up 15 per cent to 4.6p. Interim dividend is 1.6p per share.

One-off costs included £1 million for redundancies and £3.6 million merger costs.

But although these results were obtained in a period which, according to executive chairman Trevor Smallwood in his statement, was a very active one for the group, with focus being on the integration of the two businesses, Badgerline and GRT, there has been little time for these measures to take effect during the half year. "I am confident these actions and others... will begin to benefit the operating margins in the second half and, more notably, in the following year," Mr Smallwood said.

"Early benefits have been achieved by

merging several of the operating companies and the rationalisation of the professional services of the two original groups leading to sizeable cost savings," Mr Smallwood says.

"The second half of the year will see further actions to achieve lower staff costs by the implementation of improved working practices and productivity. A review of administrative staffing and implementation of improved banking facilities will yield further savings. The cost of implementing the further actions will be significantly greater than in the first half."



In brief

Drink driver

MICHAEL Furlonge drove his bus while nearly twice over the legal drink-drive limit with 12 passengers on board. His vehicle weaved across the road and twice mounted the pavement as police tried to stop him, South Shields magistrates were told. Furlonge twice got lost and asked a pedestrian for directions. OK Travel sacked him the next day and the court banned him while waiting for reports.

Road open

THE latest stretch of the A74 to be upgraded to motorway standard - the Ecclefechan to Eaglesfield phase two project in Dumfries and Galloway - has been officially opened by Lord James Douglas-Hamilton MP, minister of state at The Scottish Office.

Xmas plan

FIVE London bus operators are to run a special network of routes in the capital on Christmas Day. London Central, along with United Airbus, Metroline, Routemaster Travel and Stagecoach East London, will be providing seven services.

Bus priority

SUFFOLK County Council and Ipswich Borough Council are planning the £500,000 Norwich Road Bus Priority project, which involves developing and extending the existing and effective bus lane, for next Spring..

Welcomed

ONE of the final stages of the new £300 million Second Severn Crossing, one of the largest construction projects in Europe, has been welcomed by transport secretary George Young, who praised it at the topping out ceremony as a shining example of private funding.

Coach and Bus

Stagecoach snaps up CHL group

Move into Cambs and Bucks

by Mike Morgan

PREMIER Travel, the historic Cambridge-based coach company, has changed hands along with its sister companies in the CHL group which sold out to Stagecoach last week for £12.6 million, adding Cambridge, Peterborough and Milton Keynes to its operating territory.

Stagecoach, which had earlier reported encouraging results from its expanding inter-urban express coach network as one of the headlines in its interim results, further consolidates its position as Britain's number one coach and bus group. Profits were up 43 per cent to £20.7 million on a

turnover which has increased 50 per cent to £189.7 million (CBW, 9 December).

With the CHL takeover comes around 370 vehicles and, in addition to Premier which had earlier absorbed Millers Coaches, bus operating subsidiaries Cambus, based in Cambridge, Viscount of Peterborough, and MK Metro, which trades as Milton Keynes Citybus/Buckinghamshire Road Car.

Stagecoach director, Barry Hinkley, moves in as CHL chairman and the directors, Paul Merryweather, Richard Smith,



Improvements in profitability are promised

and Bill Gredley (non-exec) have resigned. However, mds of the four subsidiaries are retained - Paul Cooper in charge of 48-vehicle Premier; John Tate at local bus operator, Viscount; John Steel at Cambus; and Mark Thomas, who runs MK Metro. The offer unanimously recommended by the CHL board comprised £3.50 in cash for each share. Almost 90 per cent of the shareholders have accepted.

CHL has its origins in the National Bus Company privatisation when a management buyout team led by Mr Merryweather acquired the Cambridgeshire part of East-

ern Counties in December 1986. Subsequent acquisitions included MK Metro, Premier and Millers.

At takeover it employed 780 staff and, for the year ended 31 December 1994, made £1.4 million pre-tax profit on turnover of £22 million. Net assets at that date were £5 million.

Stagecoach expects: "Significant improvements to profitability can be achieved with investment in new vehicles and as Cambus Holdings starts to benefit from purchasing economies that are available to the Stagecoach group in areas such as fuel, spare parts and insurance."



Cambus: Cambridge



Viscount: Peterborough



MK: Citybus/Road Car



Premier: Coaching

Bus

Now traffic wardens get free travel



New perspective for wardens

PROBLEMS with illegally-parked cars and vans should be dealt with promptly in Exeter... traffic wardens have been given the free-for-all to ride with Devon General.

Bus delays have been a feature in the city for some time, said DG's general manager Mike Hemming, but the decision last year to allow the police free access to the bus network has already had an effect. "We hope that traffic wardens travelling on the buses will be

able to gain extra insight into the problem from the bus driver's perspective and take action," said Mr Hemmings.

"We have 25 traffic wardens who need to cover areas as far apart as Pinhoe and Alington," said Inspector Slim Savage of Devon & Cornwall Police. "The time they would otherwise spend walking between those areas can be more beneficially spent on keeping traffic moving."

CBW



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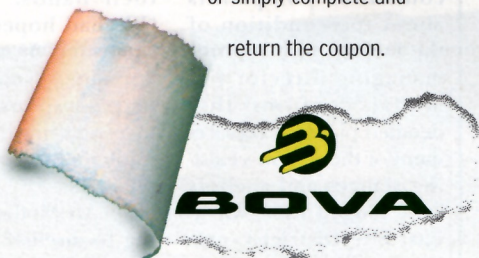
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▼ Coach

'Coaching cowboys' warning

Colin's Coaches fears that, as rates drop, maintenance of vehicles will suffer

LOUGHBOROUGH coach operator Colin's Coaches says rates being offered by some tour companies pave the way for more "coaching cowboy" stories next year.

A midlands school tour company's rates, faxed to him last week,

barely pay running costs let alone depreciation, says proprietor Colin Jasper - the bulk of whose work is for tour companies.

The tour company offered Mr Jasper various rates, ranging from four-day hires for £750

by Mark Williams

to eight days for £1,150... and asks if seatbelts are fitted.

"I've worked out base-to-base costs plus 75 touring miles, excluding depreciation, coach parking and fixed over-

heads, amount to a minimum of £520 for five days' operation to the Isle of Wight, using our oldest coach - a 1988 Bova," said Mr Jasper. The holiday firm offers £870 for the tour.

While operators continue to accept these

prices, we can all expect further episodes of coaching cowboys to be televised, as the most obvious way of cutting operating costs, short term, is to abandon maintenance schedules regardless of the age of the vehicle concerned."



Giant step: Geldard Coaches running buses due to school contract

▼ Coach and Bus

Bigfoot steps into bus market

A TEMPORARY school contract has developed into a Leeds' coach operator entering the bus market.

Geldard Coaches had originally won a contract for a 15-minute, twice-daily quarter-mile run to ferry school pupils from Bramley to their new school - still under construction.

"We set up our bus route and Bigfoot bus brand around that," said transport manager Martin Geldard. "It's a six-

month trial for which we've bought five Leyland Nationals and so far, we're enjoying it."

Mr Geldard said the service, which runs from 7am to 6.30pm between Headingley, Bramley and Leeds centre, has exceeded expectation. He said a 600-passenger break-even level, based on a maximum 60p fare, had already been doubled, carrying 1,400 passengers on peak days.

"We were looking to add more strings to our

bow. And the beauty of bussing is that the main work is over after dark. With coaching, you can be working all night," he said.

The service hasn't escaped the notice of Yorkshire Rider, which operates a parallel service, but Mr Geldard said passengers had already developed some brand loyalty.

The 22-vehicle operation based on Whitehall Industrial Estate runs a variety of minibuses, coaches and buses.

▼ Coach

Flights BAE deal

SPONSORSHIP by medium fleet Coach Operator of the Year, Flights of Birmingham, gives free transport for schoolchildren to see the World's top players in action at the Yonex All England Open Badminton Championships.

The deal with the Badminton Association of England (BAE) is expected to be enhanced by money from the Department of National

Heritage's Sportsmatch.

Birmingham's National Indoor Arena is host to the championships from 12 to 16 March 1996. Local children visiting the event will get an hour's free coaching from qualified BAE coaches and advice from top players.

A similar scheme operated last year was so popular that over 20 schools were unable to get places.

▼ Bus

Criticism at station delay

FIFE Scottish has hit out at council planners over the delay to refurbishment work at St Andrews bus station, which is owned by the Kirkcaldy-based Stagecoach subsidiary.

Responding to councillor complaints about the condition of the facility, Fife Scottish managing director Jim Moffat confirms that detailed plans for replacement of the station's existing stances and shelters were lodged with North-East Fife District Council's planning department back in March this year. However, no response was received until late

November, he says, when the department expressed concern that proposed shelter designs would look out of place in what is a conservation area.

The planners have been guilty of "sitting on their hands," he said. "We had hoped to have the work done by last Summer. Now we have had a response, we are investigating the cost of implementing their proposals."

Mr Moffat is unwilling to disclose the exact cost of the refurbishment programme but says it will run "well into five figures."



▼ Coach

Now winning operator to go for more

Queens Award and IiP in sights

CLARKES of London, the south east London-based operator which won CBW's Coach Operator of the Year (large fleet) and the prestigious Overall Coach Operator of the Year categories at last month's Coach Industry Awards, has pledged to add further to its impressive list of achievements.

In addition to being one of the first coach companies in the UK to work towards Investors in People (IiP), Clarkes has set its sights

By Mike Morgan

on the Queens Award for Industry.

Speaking after the double success at the Coach Industry Awards, Bill and Tania Clarke said: "We hoped that we might win the large fleet award but to win both is wonderful and the ultimate honour from the industry.

"The two awards reflect the hard work, commitment and dedication of everyone at



Double success but Clarkes has still more awards on its agenda

Clarkes and it is the strong team spirit that has made this possible."

Director Paula Marks, one of Mr and Mrs Clarke's two daughters, said Clarkes was now on a rolling programme whereby the company is aiming for the standards

which establish quality benchmarks.

"It all revolves around standards," she said. "Everything is rolling after the awards."

Clarkes IiP assessment is expected February/March when the official opening of the

impressive Kangley Bridge Road premises is planned.

The Queens Award needs a significant amount of preparation and Mrs Marks said: "It's something that we won't be able to do until the later end of 1996."

▼ Coach and Bus

Continuous operator licensing set for New Year

CHANGES affecting coach and bus operators from 1 January 1996 include the introduction of the much-heralded continuous operator licensing and a new scale of charges.

All full (five-year) O-licences and those which are granted on a 'probationary' basis for a shorter period become continuous without any licence holder action. How-

ever, despite this apparent seamless transition, there are important changes of which operators need to be aware:

- Where an existing licence has been curtailed the automatic change will not apply
- Traffic commissioners cannot curtail a continuous licence - although they can revoke or impose conditions

- Operators need not take up the full number of discs issued
- Discs can be bought with either an annual or five-year life
- There is no provision for refunds for unexpired discs

The new scale of fees for O-licences and discs is:

- Licence application: standard £150; restricted £100; special £40
- Grant of standard or restricted

licence for five years, £100 (previously £4.50 per vehicle per month)

- Continuation of licence for five years, £100 (special £40)
- Application to vary a licence, £75
- Vehicle disc £4.50 per month (£5.25 for annual disc)
- Replacement disc - £10

■ Marksman examines implications of continuous O-licensing in the next CBW - 6 January 1996.



New Year opening but Alf Moseley would not elaborate on plans

▼ Coach

Moseley back with Shepshed business

LOUGHBOROUGH vehicle dealer Alf Moseley will be back in the coach business in the New Year (CBW, 2 December).

"I can confirm I will be coming back into the market with our premises at Shepshed, said the Moseley Group director. But Mr Moseley would

not elaborate on the structure of the new sales outlet or any new ties with major manufacturers.

It seems certain that nearby DSB Sales, now headed by the site's owner, Ann Prime, will retain its Marcopolo/Dennis dealership ties.



▼ Bus

Pressure off GMS

Two-year wait pays off for employee-owned operation

EMPLOYEE-owned GMS Buses of Stockport has taken delivery of its first new buses since privatisation nearly two years ago and is upgrading two key minibus routes, operated by Princess Road and Stockport depots.

By Andrew Jarosz

Thirty Alexander-bodied Mercedes-Benz 31 seaters are being allocated to routes formerly operated by 23-seat MetroRiders, and the additional

capacity is being strengthened by improved frequencies, particularly in the off peaks and evenings.

Although the company has been trading separately from its former northern partner for over two years, and was sold to its employees in April 1994, GMS has been unable to fund a new vehicle programme because of competitive pressures on its finances. In addition GMS Buses has introduced the first of a series of quality initiatives, with the rebranding and upgrading of the 216 service from Ashton to Manchester.

The 'Super Route' package includes improved frequencies, dedicated new single-deck buses, a select rota of drivers and support staff, specially trained in cus-



Plus Super Route initiative

tommer care procedures, new fare bargains, and a new quality commitment to passengers backed up by a route coordinator and a customer care line.

Vehicles dedicated to the service comprise 14 Alexander Volvo B6 single deckers rented pro-tem from Stagecoach at the beginning of the year. Although the vehicles are not new and just over 12 months old, GMS promises to maintain a higher standard of cleanliness and presentation to provide a safe and pleasant environment. **CBW**



Upgrade: first of 30 Alexander-bodied Mercedes minis

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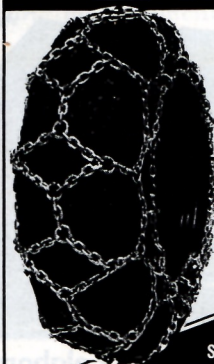
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Canada's coach ops revealed

Your chance to join a *Coach and Bus Week* study tour with a difference

by Mark Williams

FOUR nights in Canada and a schedule packed with entertainment and education promises to be one of *Coach and Bus Week's* most memorable events.

The CBW Canadian Study Tour, leaving Heathrow on 19 March, will take in Toronto, Montreal and Quebec, with an itinerary varied enough to please coach operators and their spouses. Among its highlights will be a trip to see the Volvo/Plaxton-owned Prevost coachworks, and a dinner at one of Quebec's most exclusive hotels as guests of the trip's spon-



On the big trip to Prevost you'll hear more about Volvo and Plaxton's plans for Canada

sors Plaxton and Volvo.

The £699 trip begins on 19 March with a mid-afternoon flight into Toronto, and a night out on the city before a good night's sleep at the Hotel Royal York.

The following morning, you'll be taken to the Toronto Transit Commission's operations facility where you'll find out about the gas-powered bus fleet, powered by Cummins CNG engines. The afternoon has a choice of sightseeing trips; around Toronto, or to see Canada's 'must' attraction, Niagara Falls. In the evening, it's your choice what you do.

On 21 March, we

catch the morning train to Montreal, meeting a sightseeing coach company at the station for a tour of this ancient city. Late afternoon, we're back on the train for the final leg of the journey into Quebec, and booking in at the luxurious Chateau Frontenac. The big trip to Prevost is the first trip on Friday, 22 March's agenda. Not only will you see Prevost's tri-axle integral, H3-45, being built, but you'll hear about Plaxton's plans to export Premiere B12s to Canada.

An afternoon Quebec coach tour, taking in a visit to its operator at Autobus Dupont of Que-

bec, will be followed by your exclusive dinner hosted by Volvo and Plaxton.

The final day, 23 March, will leave you a morning to shop in Quebec, before joining your flight back to Toronto, then on to Heathrow on the overnight flight to get home for breakfast.

The trip includes flights and transfers, room-only accommodation and the city tours, plus the escort services of coach operator Paul Tappin and *Coach and Bus Week* publishing director Mark Barton. Single room supplement is £145, the Niagara Falls tour an extra £35, first-class rail

travel £39.50, and travel insurance £45, all optional.

It's certainly going to be a busy five days but is certain to leave a lasting memory of one of the world's most beautiful countries, its culture and its coach operations. You might even pick up some tips for use back here in the UK!

Places are, however, limited and demand is likely to be high, so Paul Tappin would like to hear from any interested operator NOW. Simply phone his office on 01235 819313, or fax 01235 816464, for a full itinerary and booking form.

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- See Toronto's gas-powered bus fleet
- Visit to the Toronto Transit headquarters

- Toronto city tour
- Optional visit to spectacular Niagara Falls
- Sightseeing around Montreal
- Top-quality rail travel to Quebec
- Visit to Volvo/Plaxton-

owned Prevost

- Meet coach operator Autobus Dupont in French Quebec
- Exclusive dinner party hosted by Volvo/Plaxton
- Escorted travel with CBW and Tappins' staff



Chateau Frontenac

▼ Maintenance

Duration reduced

COACH operator Alan Walker's O-licence duration has been cut to the end of next March, and not at the end of January 1998. Maintenance problems led to the appearance of Mr Walker, of 20 Auckland Place, Dalmair, Clydebank, who trades as Walkers Coach Hire, at a Glasgow disciplinary inquiry before Scottish traffic commissioner Michael Betts. The commissioner also gave Mr Walker three months to nominate a new transport manager.

Mr Betts said he found current transport manager George Cairns, unsuitable, having already revoked the licence held by Mr Cairns, in the name of Georgian Mini Coaches, of 340 Dumbarton Road, Dalmair, and banned him from holding a licence for three years, after finding at a disciplinary inquiry in March he had failed to maintain his vehicles in a fit and serviceable condition.

Giving Mr Walker a formal warning about his maintenance standards, Mr Betts said he wanted to see a copy of the maintenance contract with McMillan Engineering for the inspection and repair of his vehicles, and confirmation of the new operating centre at David Stewarts, Auld Street, Dalmair, within two weeks.

▼ Maintenance

Year's ban on local order to repay fuel

And commissioner refuses bus operator's bid to increase authorisation



BUS operator Edward Coakley has been banned from operating any local registered services for a year by Scottish traffic commissioner Michael Betts. The commissioner also directed he repay the fuel duty rebate grant received over the preceding three months and refused Mr Coakley's application to increase the authorisation on his licence from five to nine vehicles.

Of 86 journeys involving seven different registered services, 61 were found not operating

Mr Coakley, of 49 Glenmore Avenue, Bellshill, trading as E&P Coakley, appeared at a Glasgow disciplinary inquiry at which the commissioner reserved his decision.

In subsequently announcing his decision, Mr Betts said Mr Coakley had previously appeared at two public inquiries. In April 1993 he was given a final warning in respect of his maintenance

by Michael Jewell

standards.

In July of this year he was given a final warning about the proper running of registered bus services, and directed to repay 20 per cent of the fuel duty rebate grant he had received for the previous three months.

Following further complaints about Mr Coakley's alleged failure to operate his registered services properly, a series of monitoring exercises was carried out over five days in August, September and October. These revealed that, of 86 journeys involving seven different registered services, 61 were found not to be operating.

Applications had been received for the termination of a number of those registrations, but none was due to have come into effect at the relevant times of monitoring.

Except in a few instances, it was not sought to challenge those findings. It was said on Mr Coakley's behalf that something like 21 of the failures to operate had

been caused by defective vehicles, albeit that he had two spare vehicles beyond his authorised number of licence discs.

Fourteen journeys had terminated elsewhere than at their registered destination, or had cut short a route, either because of decisions by drivers or because of perceived problems of competition.

Fifteen journeys did not run

Fourteen journeys had terminated elsewhere than at their registered destination

because Mr Coakley and another driver had to give evidence in court. He had telephoned the Traffic Area Office in advance of that but had been reminded of his obligations. Two other drivers had left without notice and Mr Coakley, therefore, did not have enough drivers to cover all his routes.

Since his last appearance at a public inquiry, Mr Coakley had

▼ Maintenance

Minibuses for carrying



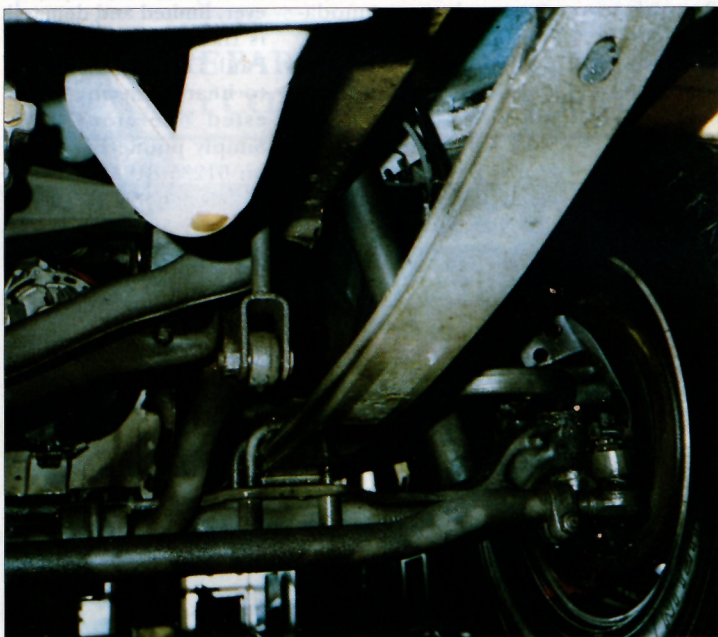
TWO minibuses used by Rochdale coach operator T&J King & Son to carry schoolchildren were found to have serious brake defects when examined by a DoT vehicle examiner. This was revealed when Thomas and Gary King, trading as T&J King & Son, of Spotland Bridge Industrial Workshops, Mellor Street, Rochdale, Lancashire, appeared at a Manchester disciplinary inquiry for the second time in 15 months.

In addition to considering whether to revoke, suspend, or take some other action against the firm's O-licence, North Western traffic commissioner Martin Albu was also considering an applica-

tion to renew the licence in respect of three vehicles

Mr Albu said he had to consider whether they were still of good repute, following convictions recorded against Gary King in October 1994.

Tom King said the convictions arose after a mobile phone tip-off to the police when the coach concerned pulled up alongside the kerb on the East Lancashire Road. It caught a lamp-post and the indicator was knocked off. The driver had taken the coach out without authority, doing a favour for his sports club after they had been let down. The driver concerned was no longer with them.



Serious brake faults led to immediate prohibitions

services and duty rebate

isation because of maintenance problems

realised he was over-stretched and had taken steps to deregister services. He was still struggling in September and his difficulties were exacerbated in October by the shortage of drivers. It was his intention, in seeking to increase the size of his authorised fleet, to consolidate his position by acquiring discs for his present two spare vehicles and for two more which he would obtain.

Mr Betts said he had to consider the matter in the light of the final warning issued in July, when he had said the commitments of an operator who chose to go into registered services were considerable. He had an onus to provide buses, and safe buses at that, to the public at the time he specified. He had to have enough reserve capacity, whether in vehicles, staff or alternative sub-contracts, to ensure he met his commitments, and it followed he had to have a managerial system in place to make it all work.

Resulting from that, he would have expected Mr Coakley to have made a fundamental reappraisal of his operations, to dereg-

ister services if so needed but, in the meantime, to ensure he was fulfilling his commitments.

Some services were deregistered but Mr Coakley knew he must operate them until the 42 days notice had expired. He must have known that, in the highly competitive environment in North Lanarkshire, his competitors would watch and report on his every move, which they did, and

He must have known his competitors would watch and report on his every move

their complaints were substantiated.

Mr Coakley had admitted in evidence he had deviated from his registered route a couple of times because there was not the passenger requirement to complete the route. He was unable to demonstrate that early-morning runs, which he claimed to have driven, and which were specifically noted by the monitors as not having

▼ Maintenance

Donaldson's: no action



SCOTTISH traffic commissioner Michael Betts decided not to take any disciplinary action against Donaldson's Direct Mini Buses's O-licence after the company promised to nominate a new transport manager within four months. The company, trading as Donaldson's Direct, of 24 Muirfield Place, Woodside, Kilwinning, Ayrshire, appeared at a Glasgow disciplinary inquiry at which the commissioner issued it with a formal warning in respect of its future maintenance standards.

operated, had in fact operated. He had also admitted he had brought into operation prior to the authorised date a revised terminal point for one of his routes.

Coupled with those admissions, it seemed to him that many of the failures to run were, in fact, a deliberate decision to stop or vary registrations before the authorised dates, said Mr Betts.

For example, one service was monitored on three dates, when a total of 16 journeys should have been seen but none was. On 21 August Mr Coakley blamed the driver. On 14 and 15 September he blamed a defective vehicle. It seemed to be much more than a coincidence that route was to be deregistered on 19 September.

In other circumstances some of the failings might seem trivial and in others it would be easy to be sympathetic.

However, in Mr Coakley's case, and in the particular circumstances of a second public inquiry coming so soon after the first, a much more serious view had to be taken.

Mr Coakley had been

warned in no uncertain manner about his obligations and yet, on a total of five days spread over two months, well over half the services monitored either failed to run or in some way deviated, either by time or route, from the registration. In view of the frequency of those failings, and because he was not convinced Mr Coakley had a reasonable excuse for his conduct, he was imposing the ban and directing the repayment of fuel duty rebate grant.

Refusing the increase in authorisation, Mr Betts said he took particular note of being told Mr Coakley now appreciated the need for proper back-up in resources. It seemed to him his current spare vehicles should provide that, but his proposal to obtain licence discs for them and two more vehicles yet to be obtained would undermine such a prudent policy by offering the temptation to commit every vehicle to work. Neither was he convinced Mr Coakley had demonstrated a really responsible approach to, or utilisation of, his present fleet.

school children found with serious brake defects

He had now gone back to taking over the reins himself, instead of leaving Gary to run the firm, said Mr King.

DoT vehicle examiner Ivan Coupe said he had inspected the firm's two minibuses in September and found them unroadworthy. It seemed the depth and quality of the inspections were to blame. There was a driver defect reporting system, but no dates, times or rectification details were entered. All the maintenance was carried out by an outside contractor.

The partners had not heeded advice given to them in July 1994. There were defects in the braking system on both vehicles. Mr Albu said there was no

record of the prohibitions being cleared but Mr King said that, when they took the first vehicle in for clearance, one brake was slightly off. He was told to run the vehicle around for an hour to let the brake bed in, which he did and the prohibition was lifted.

The prohibition on the other vehicle had also been cleared. He did not have the documentation with him as he had to rush to the public inquiry off a contract. Mr King said Heywood Carriage Services was doing the maintenance. Mr Albu said they seemed to have let the firm down.

Mr Coupe said he was now aware Heywood Carriage was a PSV garage. He thought they were

more of a car garage.

Mr King said brake cylinders could seize on anyone at any time. They had three buses but one was not operating. They had lost contracts due to adverse publicity in the local newspaper over the last public inquiry. Business went right down. Things were a bit better now he had taken over again. The East Lancashire Road incident was the first in the 25 years he had held a licence.

Disagreeing, the commissioner said: "Both minibuses were given immediate prohibition notices for serious brake faults. You were driving school kids with these buses and that is not good enough." Mr King said they were

only driven slowly but Mr Albu pointed out that, if they had to make a sudden stop, it could have been serious. The commissioner said there was no record that one of the minibuses had a current test certificate but Mr King maintained it had its annual test.

Giving Mr King one week to produce the test certificate, the commissioner said: "I am really unhappy about this. I will consider granting a licence for two minibuses only but first I want to see a copy of that test certificate. I warn you we will be keeping a very close eye on the maintenance of your buses. If there are any further problems, you will be up here again."

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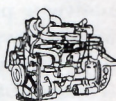
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▼ Europe

Duty-free demand and strikes gridlock

Hundreds of coaches converge on Le Shuttle

by William Golden

THE lure of discounted duty-free sales from Eurotunnel seems to be proving irresistible to coach groups, with hundreds of vehicles converging on Le Shuttle's terminal in Folkestone at weekends.

Figures released for November show that 5,120 coaches used Eurotunnel's Le Shuttle service during the month, a 35 per cent increase on October's figure of 3,794. In all, 129,286 tourists vehicles were carried, an increase of 7.4 per cent on October.

Bill Dix, Le Shuttle's chief commercial officer, said: "We estimate that our two Le Shuttle services carried close to 700,000 people in November. That's a big vote of

confidence towards the end of our first year of operations."

It was not all sweetness and light, however. The chaos which led to delays at Eurotunnel (CBW, 25 November) was further exacerbated by the strikes which have been crippling France.

Secondary picketing by French seamen had a knock-on effect on Le Shuttle services over the weekend of 25 and 26 November. Though P&O and Stena got an injunction, opening Calais fully, many car drivers shifted on to the tunnel.

The result was delays of more

▼ UK

Sally Ferries' top driver

FRANK Laine has driven off with a top prize after winning the Sally Ferries' Coach Driver of the Year award.

Mr Laine works for Grey Green Coaches, a major contracted operator of Eurolines, the Luton-based company which is the ferry operator's largest coach customer.

He joined Grey Green

Coaches as a trainee coach driver six years ago and now works principally on the Eurolines route to Amsterdam, via the Sally Line service from Ramsgate to Ostend.

Mr Laine received a limited edition painting of the Sally Star and a certificate. Sally Ferries introduced the award this year to reward coach drivers' efficiency and helpfulness to customers.



In the picture: Mr Laine receives the painting from Roger Simister (second right), Sally Ferries' UK sales manager. Looking on (from left) John Gilbert, director and general manager of Eurolines; John Wilks (with certificate), coach operation manager of Grey Green Coaches; and Susan Whale, Sally Ferries senior sales executive

I, signal fault, block the Chunnel

terminal as French action hits ferries

than three hours - longer for duty-free customers - followed by more delay as a signal fault brought trains to a standstill. "It was a total gridlock," said one driver.

"We couldn't sensibly wait for the duty-free but, even so, on Sunday night, it took us three hours to get to Britain." A Eurotunnel spokeswoman said the service was becoming a victim of its own success.

"Le Shuttle was enormously popular at the weekend.

"On Saturday 25 November, we set a new

record for coaches, carrying 645 in 24 hours," she said.

"Our '33 per cent off" offer at duty free caused substantial queues, and our offer of £39 per car for day returns had an impact.

"The French strikes closed Calais midweek and must have had a knock-on effect. We also had the signalling failure on Sunday.

"We're doing all we can to speed up duty-free sales but we have a limit of 12 coaches per train.

● Meeting the challenge in '96 - see next month's *Coach Tours & Excursions*

▼ Europe

Stena's discounts

EARLY booking discounts of up to 20 per cent and cheaper fares on the Channel routes are on offer in the advance edition of Stena Line's 1996 *Ferry and Fast Ferry Guide*. With the discount, this will mean fares in 1996 starting at £49 for a five-day return for a car and up to nine passengers — £16 cheaper than the Le Shuttle's equivalent APEX fare. The fare without the saving will be £62, £21 less than the tunnel's standard five-day return. Fares on the Southampton-Cherbourg service have been standardised with those on the Dover-Calais and Newhaven-Dieppe routes, making many of them cheaper overall than in 1995.



Discovering in the Things gallery at Eureka! how objects are made

▼ UK

Museum's expansion gives children some Things to do

BIG things are happening at Eureka!, the Museum for Children, as it prepares for the opening of a new gallery in January.

Things, which has been designed by Gilles Cenazandotti, the creator of Channel 4's *Eurotrash*, will be full of striking, colourful, cartoon-style 3D imagery and the aim is to encourage children to question and discover what things do; how and why they are made; and how they affect our lives.

The gallery will be divided into three zones and there will be a wealth of hands-on activities. For instance, children will be able to use a computer to send six objects into space, showing

aliens what life is like on earth.

Bruce Durie, the museum director, said: "The Things gallery is the first and most important part of Eureka!'s expansion plans for 1996 and '97. Children and adults will not only find the activities and interactives in this new area tremendous fun, they will go home with a completely new outlook on the many everyday objects we so often take for granted."

Eureka! is in Discovery Road, Halifax, West Yorkshire HX1 2NE. For more details about group rates and packages, contact Advance Bookings on 01422 330012.

CBW

Eurowatch

WEATHER

City	Average temperature last week	City	Average temperature last week
Athens	15C/59F	Madrid	6C/43F
Amsterdam	-4C/25F	Oslo	-3C/27F
Berlin	-6C/21F	Paris	0C/32F
Brussels	-3C/27F	Rome	14C/57F
Dublin	4C/39F	Stockholm	-2C/28F
Lisbon	11C/52F	Vienna	0C/32F
Luxembourg	-3C/27F	Zurich	0C/32F

DIESEL PRICES

Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling
Austria	0.58	Netherlands	0.54
Belgium	0.54	Norway	0.70
Eire	0.53	Poland	0.23
France	0.50	Portugal	0.45
Germany	0.51	Spain	0.45
Italy	0.54	Sweden	0.64
Luxembourg	0.45	Switzerland	0.65

(Courtesy AA Roadwatch)

HOLIDAY POUND

Country	Currency exchange rate	Country	Currency exchange rate
Austria	15 Sch/£	Italy	2,415 Lire/£
Belgium	44 BFr/£	Netherlands	2.42 Gld/£
Denmark	8.32 K/£	Norway	9.50 NKr/£
Eire	0.95 Punt/£	Portugal	227 Es/£
France	7.39 Fr/£	Spain	183 Pta/£
Germany	2.15 DM/£	Sweden	9.96 SKr/£
Greece	360 D/£	Switzerland	1.74 SFr/£

Q Coach driver incentive schemes operated by large motorway service area operators have been computerised, showing drivers' names, addresses, employers etc. I fear that this information may be of more benefit to the Inland Revenue than to drivers! Can we hope for any protection from the Data Protection Act?

HP, Cheshire

a The Data Protection Act is not quite the shield that you would wish it to be. In simple terms, all it does is require the person holding data on a computer to register both the nature of the data stored and the purpose for which it will be used.

The latter includes to whom - other than the person holding the data and the subjects - the information will be revealed. The people whose data is stored have the right (on payment of a fee not exceeding £10) to be advised of the matters on record about them and to whom it may be disclosed. There is, therefore, nothing to stop anyone assembling computerised data from using and disclosing it in any way they wish - as long as they have registered the particular application.

I have not sought to discover the terms of registration of motorway service area operators but it is a fair bet that their records will be revealed to the Inland Revenue, but more as evidence of the value of benefits they have disbursed to drivers in total than to assess individual drivers for tax on benefits obtained.

Having said that, I cannot help but agree with you that, once the scale of these benefits is seen by Inland Revenue, they may use this data, and other forms of intelligence, to have another blitz on taxing drivers on tips, perks and commissions.

Q On 18 November you answered a question about the displaying of an O-licence disc when a PSV was not used for the carriage of passengers. Should a licence disc be shown when a coach is used for driver training and does a tachograph have to be used?

ML, Hants

a For the same reasons that I gave in the answer you quote, I believe that you could risk prosecution if you use a coach, which is normally used for the carriage of passengers, without an O-licence disc when using it for driver tuition. This would not be so if the use for the carriage of passengers had been permanently discontinued with the vehicle being dedicated to driver instruction work.

Such a vehicle could be tested under Class 5 and removed from any list of PSVs you may submit to the Traffic Area as evidence of



Questions



Answers

the 'permanent discontinuance'.

Whatever its status in relation to O-licensing, a vehicle "used for driving instruction with a view to obtaining a driving licence" is exempt from the EC hours and tachograph rules by virtue of Regulation EEC 3820/85, Article 13 (1)j.

Note that these words, quoted verbatim from the Regulation, are not broad enough, in themselves, to embrace route learning or vehicle familiarisation tuition. The domestic driving hours limits and rules will, or course, apply to tuition driving which is out of scope of the EC rules.

Q The ferry companies require a £500 deposit against vandalism when carrying coaches of football supporters. This company puts clients' actual package holiday payments in to a trust account. We take the £500 from the group organiser as a separate payment which we pass on to the ferry company, and then refund it after the trip. It does not go in the trustee's account. Can you confirm that this is in order?

SBN, Middlesex

Questions on coach and bus operation should be sent to:
Marksman, c/o Coach and Bus Week, Wentworth House,
Wentworth Street,
Peterborough PE1 1DS
or fax 01733 467154
Marksman will answer more questions on 13 January 1996

a No, I do not think I can. According to the Package Tour Regulations (SI, 1992 No 3288) Regulation 20(1), what has to be held by the trustee is "all monies paid over by a consumer under or in contemplation of a contract for the relevant package". I cannot see any scope whatsoever to argue that the £500 'good behaviour' deposit is not part of those monies. This deposit has no meaning on its own, it is directly linked to the payment for the travel and accommodation package.

Viewed from the other direction, because of the requirements by ferry carriers for this deposit, any payment for the travel and accommodation would be of no effect unless this special deposit was also paid. On that ground alone, I fear that you are wrong in not passing it to the trustee.

It also seems to fail the acid test. If your company failed before executing the package, would the clients get their £500 back? I think not, for legally the ferry company would be obliged to refund it to the receiver, not to the end clients. This is the whole point about the trustee holding all the money paid by clients until the package is executed - they can get it back intact should the packager fail. I fear that you should alter your procedure on this.

Q You recently said you would discover how an informal appeal could be made against a prohibition issued by the police. Surely the answer is in the Code of Practice for In Service Checks on Passenger Carrying Vehicles? Paragraph 12.1 refers to complaining to the 'local police'.

BH, London

a Thank you for that. I had got there too by a different route: simply asking the police. If operators do feel that, on the facts, a prohibition is unjustified, they most certainly should make an informal appeal to get the record corrected.

As this is the last CBW until the 6 January 1996 issue, I take this opportunity of wishing my many friends in the industry an enjoyable festive season and a prosperous new year. I thank those who have sent questions in.

While I hope the answers will have helped the questioner, almost all the issues raised have an industry-wide implication. Thank you, too, for your letters for publication.

While those supporting my thoughts are welcome, those who disagree are even more valuable for they broaden the debate and give readers a wider range of ideas on which to formulate their own opinions. Do, please, keep writing during 1996.





Firm had Mayne chance

AS 1995 draws to a close it's an appropriate time to reflect on 75 years of history in a Venture Publications book covering the life and times of Manchester operator, A Mayne & Son Ltd.

The book provides an insight into a strong third-generation family-owned business. It is extensively illustrated with photographs tracing the development of the company from the pioneering charabanc days through to its more recent expansion with the acquisition of Coopers of Warrington and the growth of local service work since deregulation.

Maynes was founded by Salford-born Arthur Mayne Senior, grandfather of present chairman and managing

director, Stephen Mayne, who says the company can lay claim to being involved in transport before 1920.

Mr Mayne remembers his father, Arthur Mayne Junior, who coincidentally was born in 1895, telling him stories about the horse and cart used to deliver furniture before World War I.

For many years Maynes was associated with the stage carriage route from Audenshaw and Droylesden along Ashton New Road into central Manchester and its famous Dale Street terminus. It now employs 120 staff to run its 39 buses and 20 coaches.

● *75 years of Maynes* is written by Mark Hughes, published by Venture and costs £11.95 (softback).



A Mayne & Son: family-owned business

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costs £16.95.

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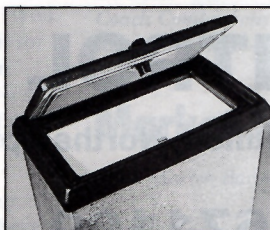
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LETTER OF THE WEEK



Congratulations on a superb awards night

From Graham Fry

May I firstly offer my congratulations on the superb *Coach and Bus Week* event which was held at the Metropole on 25 November.

The Coach Industry Awards was, again, a first-class venture which is now set to be a firm part of the coach and bus industry's annual programme.

Secondly, may I also thank you for the profile report that you published (*CBW*, 25

November). I have had many very complimentary and kind comments from within the industry and I think Alan Millar should be congratulated on the content of the article.

*Graham Fry
Managing director
Warrens
Ticehurst
Wadhurst
East Sussex*

Write to: The Editor
Coach and Bus Week
EMAP Response Publishing
Wentworth House
Wentworth Street
Peterborough PE1 1DS
or fax 01733 467154



The editor is always pleased to receive letters for publication and will, if requested, publish these anonymously. But please attach your full name (ie first name and surname) and address for our information.



Letter of the week wins a Corgi Classics model bus

There goes free lunch

From Richard Asghar-Sandys

In response to your correspondent, Andrew Parish of Parish Leisure group (*CBW*, 4 November), with reference to companies ringing with offers of locating grants, we recently had a similar experience.

We received a call from a young lady wishing to make an appointment for a consultant to call. They would be able to locate grants from EU funds (via specific restricted pages on the Internet) on a no-risk 'money-back' guarantee.

We permitted a visit, though with reservation. The gentleman duly arrived, then launched into his spiel, dropping in about the £295 fee which was refundable only if no grant was available — should they find a grant we could apply for (even if our application is unsuccessful) they get the fee.

Being a new and small operator we were guaranteed to qualify, according to the consultant. However, being aware 'free lunches' rarely exist, we 'interrogated' further. Yes, if successful, the company receives approximately one per cent of the grant (ie £70,000 = £700) as well as the original fee.

Who decides we are eligible to apply (liable for the fee)? The consultant's company, though he only gets paid from the one per cent commission.

How many successes has he had? "Well, I've not been paid yet as I've only done it for eight weeks. I was selling cable television door-to-door before, and this isn't really a selling job. I'm a consultant now! (But so far all my clients have been given application forms)."

Do you have any statistics from your company about success rates? "No, but here, I'll show you my other application forms." This he did, complete with their confidential information; one from a garage, another coach operator, and a small shopkeeper. We

said that we would think about it and call him. He insisted that he call us in a few days.

The next day we contacted the Trading Standards office, who suggested we have nothing to do with these people (they had no information but were keen to receive everything we could give them) and gave us the DTi number to speak to. The DTi said that any information regarding grants was freely available. The next morning we received their information covering a multitude of funding possibilities, alas but without surprise, no EU Fund wants to buy us a new coach, not unless we can adapt it to tow an agricultural implement, driven by an invalid in a deserted coalmine!

We also tried contacting the consultant's company. The address and phones quoted were of no use. When we did trace them, and eventually speak to a 'senior consultant' we found them very reticent about giving any success stories or statistics, as they didn't wish to embarrass their clients! Also their commission would be 10 per cent (the consultant was only aware of what he receives!).

When we mentioned having spoken to the Trading Standards office and the DTi the line went dead - and needless to say the consultant never did call us back.

There goes another 'Free Lunch'!

*Richard Asghar-Sandys
Director
Coach Companions
Kingston-upon-Thames
Surrey*

Market forces failure

From Martyn Bacon

It would seem that Professor John Hibbs continues in his blinkered belief that all private industry is automatically good and all publicly-owned business automatically bad (*CBW*, 11 November 1995).

It is widely acknowledged that, since privatisation, the service to the public by the utilities such as gas and water has deteriorated sharply, as the drive to generate profit to please shareholders has taken priority over all other concerns.

The only improvements in these industries since privatisation has been in the level of the directors' salaries, which have increased by several hundred per cent.

I can remember the 'wasteful' days of the National Bus Co when an early duty meant starting work at around 6am and finishing around 2pm.

Today, I am often on duty for around 13 hours, for which, if I am lucky, I might get paid between 9.5 to 10 hours. Many of the buses which we drive are between 17 and 19 years old, some over 20, something which was almost unheard of in NBC days.

Despite investment by large groups such as Stagecoach and Firstbus in new vehicles, the number of new buses entering service is still well below the number becoming time expired, and the majority of buses in service on Britain's roads remain M-W registered vehicles, new between 1974 and 1981.

The number of passengers using buses in Britain has fallen by over 30 per cent since deregulation and yet bus mileage has increased. I would have thought it was very wasteful and inefficient to have large numbers of near empty buses trundling around our city centres.

Sadly, it seems that those in authority in Britain today have still not accepted that market forces do not work in service industries.

I would be very interested to learn how many bus companies Professor Hibbs has worked for to obtain his experience, or is he just another of these so-called experts who likes to pontificate on subjects they have little knowledge of?

*Martyn Bacon
Uckfield
East Sussex*

Mini-tram on right track to the future?

A third of the size and a tenth of the cost of a supertram. Is John Parry's People Mover the solution to the problem of crowded cities?

Mark Barton reports

A CLUE to the engineering philosophy of John Parry, the man behind a radical mini-tram light rail system that is beginning to be taken seriously, lies in his choice of car. It's a 1960s Volvo, in pristine condition and still running perfectly.

"I like old cars," he tells you with typical directness, "because they're simple."

Simplicity is certainly the guiding principal behind his innovative light-rail system. But it has other attractive attributes. It's cost effective. It's virtually silent. It's safe and it is - arguably - a viable system for city centres.

It revolves around a mini-tram powered by a 500kg flywheel. Dubbed the Parry People Mover (PPM), it takes on power to turn the flywheel via a vehicle-mounted shoe which locks on to a power rail at

stops. The power rail itself transfers a 70-volt charge supplied by an underground cable linked through a converter to a standard three-phase supply.

That's about as low voltage as you can get, so there's no danger of getting an electric shock. But 30 seconds of it is enough to give the tram more than enough power to ensure it reaches the next stop - on average about 0.5km - and beyond. All passengers will be aware of as they board the vehicle will be a slight whirring noise.

The flywheel's power, driven through a continuously variable transmission, can give a top speed of around 35 kph, although about half that is more realistic in pedestrianised city-centre streets.

Regenerative braking helps feed energy back into the flywheel and a set of ancillary batteries gives a range of about 10km in the event of a power failure. A third rail can be laid on steep gradients to give a continuous power supply.

Disc brakes as standard give the mini-tram a better on-line stopping capability than full-size trams but, where gradients are particularly steep, 'slipper' brakes can also be built in as an additional safety measure. In emergencies, these could stop the mini-tram within a metre from 15kph on the flat.

Up until now, Parrys has produced three basic mini-trams in different body styles:

- Streetcar: Edwardian-style, for tourist/heritage cities.
- Minibus: box-like, for overseas markets.
- People Mover: styled on a modern full-size tramcar.

But now it is talking with Wrights of Ballymena about an Alusuisse minibus body, which would provide the sort of image and comfort levels needed to tempt the modern motorist out of his car (*CBW*, 9 December).



Standard one-metre gauge



Hot shoe: how the mini-tram picks up its low-voltage power supply



Whatever the style, all single mini-tram-cars share the same flywheel technology, are around six metres long, two metres wide and 2.5 metres high and weigh three tons with a maximum passenger capacity of 35.

The floor is flat throughout. An articulated version, powered by two flywheels and carrying up to 70 passengers, is now under development.

Typically, a single car set would cost around £100,000 and a double car set, logically enough, around £200,000. Compared with supertram systems, in-

frastructure and running costs are low, too. Standard track - a one-metre gauge mining track made by British Steel - costs around £100 per metre laid, charging stations between £5,000 to £10,000 each. Maintenance costs are... well, low. After all, what is there to go wrong? All in all, running costs are estimated at around 2p per mile.

According to John Parry, it's one third of the size of a supertram for one tenth of the cost: "It's an old-fashioned idea. It works. It's simple. Why complicate it?"

'Breakthrough is imminent'

JOHN Parry is convinced that a breakthrough for his mini-tram system is imminent. Certainly there has been no shortage of interest from bus operators and local authorities.

Expressions of interest have been received, among others, from:

- Yellow Buses - about a service linking Boscombe Pier to Bournemouth Pier.
- Southern National - utilising existing har-



John Parry: first system could be operational by the end of '96

e track with optional third rail

bourside BR track in Weymouth.

- FirstBus - on possible applications throughout the UK.

City centre demonstrations have already been held in Bristol, Stockport, Birmingham, Doncaster, Barking, Brighton and Hartlepool. One of the most recent was in Swansea last Winter. Over 7,000 residents tried it out and the reaction was overwhelmingly positive - from the passengers, the city council and local operator SWT.

Swansea council had arranged the demonstration to evaluate the mini-trams as a cheap, safe and environmentally friendly way of linking the railway station and outlying car parks with the city centre. Seventy metres of track was laid - within a day - in one of the city's shopping precincts.

According to John Parry, the council is now seriously considering a circular system of around 5km track, 10 stations with four charging points and five vehicles to be operated by SWT. Total cost would be about £1.8 million.

Build time would be around four months, with minimal disruption, and the system could be up and running by the end of 1996. Swansea has appointed consultants Halcrow Fox to study the plan and applied for funding.

"This is LRT, this is transit," said Mr Parry. "But it's suitable for bus operators to take on. And this kind of light rail can get access into town centres ►►►



where it's becoming more and more difficult for buses to operate, because of pedestrianisation, traffic calming and public hostility. The public don't like to see buses in the centre of town, but they do like to see trams."

In a further step along the track to a full working system, British Rail Research is now working with Parry to develop the mini-tram system for 'intermediate cost' passenger transport applications. BRR envisages slightly larger and heavier vehicles operating as Ultra Light Transit (ULT) with about a third of the capacity of current light-rail vehicles.

The light construction of the vehicles and lack of overhead infrastructure would substantially reduce costs (see chart) and be suitable for applications with lighter loadings.

BRR and

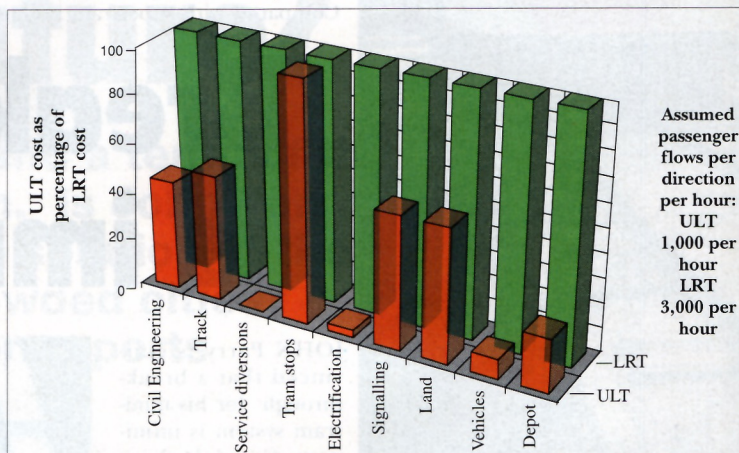
Winning support: demonstration in Swansea

Parry, backed up by Sheffield University's Advanced Railway Research Centre, have registered interest in two on-going projects in South Yorkshire and London Docklands. The proposed South Yorkshire scheme, involving Mainline as potential operator, is to link Doncaster and Barnsley by a cross-country route.

That sort of flexibility is another key advantage of mini-trams, according to John Parry. He also has high hopes for a scheme in Weymouth, utilising existing 4ft 8in gauge heavy-rail track which runs from the rail station along the harbour to the ferry terminal.

It would be run as a sort of tourism-with-a-purpose service by Southern National.

Mr Parry expects it to be a close run thing between Weymouth and Swansea to win the race to run the UK's first flywheel-powered mini-tram system.



Cost comparison of high-capacity LRT and low capacity ULT at an equivalent service frequency



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ALEXANDER

Largest new vehicle order in last decade for Busways



Forty Olympians represent £6m investment

by Andrew Jarosz

A £6 MILLION investment in new full-size vehicles represents the largest new vehicle purchase in 10 years for Newcastle-based Busways Travel, and the first significant upgrade for the North East fleet since its acquisition in July last year, by Stagecoach Holdings.

Delivery of the full order for 40 Alexander-bodied Volvo Olympians and 17 PS type-bodied B10M single deckers will be completed by next month, with the single deckers being allocated to Sunderland depot and the deckers being shared between Newcastle and South Shields.



The Olympians are the first new deckers for the former employee-owned company for five years, and mark a swing back to double-deck orders after sizeable purchases of 40-seat

midibuses, and last year's purchase of 10 single deckers for evaluation.

Speaking about the new vehicles, which are part of the corporate Stagecoach order,

commercial director Peter Nash welcomed them as good news for passengers. "This major investment is a direct benefit of joining the Stagecoach Group," Mr Nash said.

OPTARE

SMT running 10 Prismas

SMT of Edinburgh is the latest FirstBus group subsidiary to take delivery of the Optare Prisma single decker, with 10 49-seaters entering service from Livingston depot.

The vehicles are part of a group order of 30 made by

the GRT Bus group prior to its merger with Badgerline. Ten similar vehicles are already in service with Leicester Citybus, and 10 higher-specification air-conditioned vehicles have joined the Grampian Transport fleet in Aberdeen.

The Mercedes 0405 citybuses have been allocated to SMT's "Diamond" services between Bathgate, Livingston and Edinburgh.

The West Lothian services were rebranded to premium status in October 1993.



PLAXTON

WA replacing 25% of fleet

WALLACE Arnold goes all Plaxton with its latest order for Premieres which will replace 25 per cent of its fleet. The Leeds-based winner of Best Programme by a Coach Operator at CBW's 1995 Coach Industry Awards is to take 51 coaches — so far, the biggest single order for new touring coaches for 1996.

All will be on Volvo B10M chassis and introduce a new Holdsworth moquette featuring maroon and gold pattern. Seatbelts will be fitted to all seats and, like all the company's 200 coaches, the Premieres will be maintained using in-house facilities controlled by Coach Engineer of the Year, Eric Stockwell.

Most of the new Premieres will be used on WA's wide-ranging programme of British tours but 15 will be air-conditioned for the Continental programme. Md Ken Meddes said: "Our continuing investment in high-quality coaches demonstrates our total commitment to provide only the very best for our clients and deliver to them the quality product they expect from the country's leading coach holiday operator."



NORTHERN COUNTIES

Darts first from Northern Counties for Tracky group

ELEVEN new Dennis Darts are the first to be bodied by Northern Counties of Wigan for the Barnsley-based Yorkshire Traction group.

Joining a substantial fleet of Darts, already bodied by Plaxton and Wrights, the 11 vehicles are shared by three companies, with six being allocated to Yorkshire Terrier at Sheffield, two to Strathtay Scottish and three to the parent company at Huddersfield.

Featuring Countybus bodywork, and DPTAC-approved accessories, the vehicles are characterised by a split-step entrance and number blinds at the side and rear.

YTC chairman Frank Carter said the Dennis Dart was the ideal midibus choice for the group. "We've had some for a few years now and, in terms of simplicity and reliability, the Dart takes a lot of beating."



KÄSSBOHRER

Last Setra 210H delivered to Castleways

ANOTHER milestone has been reached in the history of Setra in the UK with the delivery of the last Setra 210H to 14-vehicle Castleways Coaches of Winchcombe.

Trevor Fogarty, his son John and daughter Rowena chose the £155,000 35-seat coach for its size as well as to complement the

other Setras in their fleet.

The vehicle is powered by Mercedes-Benz six cylinder turbocharged-intercooled engine. It is fitted with air conditioning and luxury Ambiente seats.

Other fitments include Voith retarder, Bosch ABS, Webasto heater, front disc

brakes, air suspension etc etc... Trevor Fogarty told **CBW**: "We've got three large Setras and we find we like them. The new one will be used mainly on top-class work we do for big companies and top hotels in the area. And our own tours when numbers are around 33-35."



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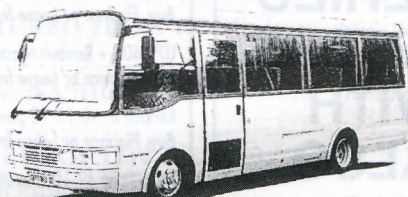
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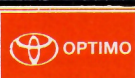
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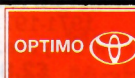
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TIGER 1983 PLAXTON PARAMOUNT 3500, 49 reclining seats + toilet, etc, courier seat, test March '96.

TIGER 1982 DUPLÉ DOMINANT IV, single glazing, tinted glass, 57 retrimmed seats, coach power door, semi auto gearbox, test March '96.

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- 1983 FORD R1114 DUPLÉ DOMINANT IIII**, recent re-trim seats, 53 seater, power door, MoT May 1996.
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- 1974 LEYLAND LEOPARD PLAXTON**, 53 seater coach, power door.

(60056/VSM)

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90 TRANSIT LWB, 12 seat diesel PSV.
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90 H TRANSIT, 16 diesel PSV.
89 CITROEN 14, diesel, PSV.
89 TRANSIT, diesel, 14, PSV tested.
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88 VOLVO B10 DUPLÉ 320, 57 recliners.
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88 TRANSIT 12, diesel, psv, swb.
88 MERC 609, coach spec, 23 seats.
88 TRANSIT, diesel, 12 seat, PSV.
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85 C SETRA EXEC, new test, 49 or 53, toilet.
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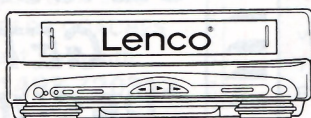
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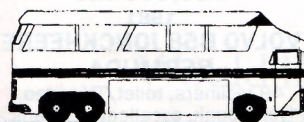
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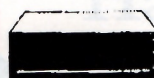
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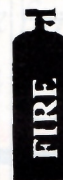
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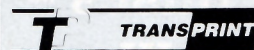
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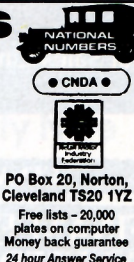
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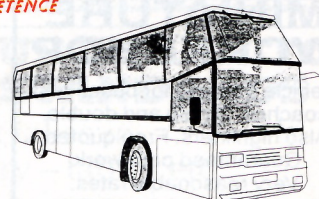
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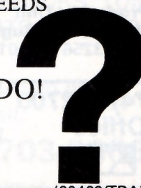
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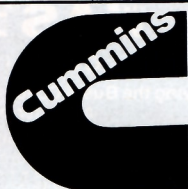
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(57909/VEH)



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(5629/P/VEH)

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Post code.....

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Please use the boxes below for your advertisement. Maximum 25 words.

Box No. £8.00 per week extra.

Make cheques payable to EMAP Response Publishing Ltd, or debit: VISA ☐ ACCESS ☐ EXPIRY DATE

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Send to: Chris Templeman, Coach and Bus Week, Wentworth House, Wentworth Street, Peterborough PE1 1DS.

OR TELEPHONE 01733 467147 Mondays or Tuesdays

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PICTURE BOX £57 + VAT per
insertion.

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insertion.

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Lineage - £1 per word + vat per
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(eqv. £12.50 + vat per week).

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clean and tidy, 53 recline
tinted windows, use to
and private, well m

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EXAMPLE

01733 467144 DIRECTORY

A to Z DIRECTORY

**Telephone numbers
at a glance**

**Coach and Bus Week
tel: 01733 63100 / 898111**

You know the name - but what's the number? Find it here in the Instant Phone Guide

A

AA First for Coach and Bus
Spares tel: 0121 515 3672

Abex Brake Linings, P&P
Sergeant tel: 0151 632 5903

Actionform Ltd. Engine Refurb
tel: 01902 714242
fax: 01902 22880

AD Coachsales, New & used
coaches tel: 01884 860767

AE Auto Parts Engine
components tel: 01274 723481

AK Carpets, Coach carpets and
trim tel: 01254 871879

Allison Transmissions
Mitchells tel: 01623 550550

Andy Powell Commercials for
Dennis and Bedford spares
tel: 01432 341085

Autoglass Coach & Bus Services
Freephone: 0800 222777

B

Belaco Ltd, Brake linings
tel: 01298 811236

Berkhof, Ave-Sales, Parts
& Services tel: 01344 861787

Beral Brake Linings
Roadlink International
Tel: 01902 636206

Birmingham Bus Centre Ltd,
New + used vehicles
Tel: 0121 415 5111

Brushwash, Vehicle Wash
Equipment tel: 01252 377855

Bryden Riveting Machines,
Roadlink Int' tel: 01902 636206

Busparts, for windscreens, body
and chassis parts
B/Ham: 0121-524-1200
Bristol: 0117-971 6071
London: 01932-569 177

C

Carlyle Parts, Windscreens &
Glass tel: 0121 555 5055
CCS 24hr Coach Mobile
B/Down Svc tel: 0181 5617838

Cheshire Coach and Bus
Coach&Bus Hire
tel: 01625 860888

**Coach Wash, Armchair
Brentford tel: 0181 568 8227**

Confederation of Passenger
Transport UK tel: 0171 831 7546

Cornish-NW, Insurance
tel: 0151 5461282

Countrywide Derv Ltd
Dover, Kent. tel: 01304 202934

C. Anthony Wood & Co
Accountants tel: 0181 866 8232

Cummins Engine Co Ltd,
N Harrison tel: 01325 460606

Coach and Commercials
Tel: 01226 752086
0831 294542

Central Bus and Coach
Distributors Ltd
Tel: 01531 640026

D

David Cocks M.I.R.T.E
Consultant Engineer
Tel: 01736 754333
Mob: 0836 358 582

DB. Associates Business
Consultants tel: 01799 540513

DB Commercial, Repairs &
Resprays tel: 01223 833121

Dennis Specialists Vehicles
tel: 01483 571271

Devon Conversions (CP) Ltd.
Mini & Midi's tel: 01392 211611

Diesel Masters-Iveco,
Engines tel: 01952 588895

Distinctive Systems
Computers tel: 01904 692269

Drivers seats, Thomas Scott & Co:
tel: 0141 763 2120

E

East Lancashire Coach
Builders 01254 57061
Engines, Preston Engines:
tel: 01772 651629

F

FCL, Foam & Air Filters
tel: 01604 671100

Fuel Management Equipment by
Triscan tel: 01254 682111

Foxlands Hotel
tel: 01803 328072

G

L Gardner & Sons Ltd
Bus Engines tel: 0161 789 2201

Gary Smith, Spares and recovery
tel: 01789 267990

Gas Strut Engineering
tel: 01234 843979

Griptone-Battery Booster plugs
& screws tel: 0161 727 9011

H

Hindle Auto For Engine
S R Trans tel: 01274 732284

I

Insurance, Robin Huckle & Co
Ltd. tel: 0121 454 8878

J

J Sykes, PSV Sales &
Spares tel: 01226 725702

Jackair Testers & Lifts,
tel: 0117 9673333

K

Kernow Driving Serv.
tel: 01850 701450

Kirkby Coach and Bus
Sheffield tel: 01909 551166

Kirton Bus & Coach
Dismantlers tel: 01652 648628

KONI Shock Absorbers,
Roadlink Int' tel: 01902 636206

L

Leyland Engines, call
Actionform! tel: 01902 714242

M

MAN Truck & Bus UK Ltd
Swindon tel: 01793 490231

Marshall Bus sales and service
tel: 01223 373065

Mercedes Benz
(United Kingdom) Ltd
tel: 01908 245000

N

NDY Coach Sales Ltd
tel: 0191 377 1802

Nightbright P.C.V. Cleaning
Specialist tel: 01850 174029

Northern Counties Ltd
Bus Bodies tel: 01942 212135

O

Olympus Coachcraft-of
Manchester tel: 0161 2734259

P

Paul Gardner, Engineering Ltd
tel: 0161 787 7357

Plaxton Parts & Service
Anston tel: 01909 551155
Direct Parts tel: 01909 550044

Plaxton Parts & Service
Barrhead tel: 0141 8815625
Direct Parts tel: 0141 880 8008

Plaxton Parts & Service
Ware tel: 01920 462383
Direct Parts tel: 01920 465946

Power Steering Services
tel: 01692 406017
Fax: 01692 406957

Preston Engines
tel: 01772 651629

Prolift, Mobile Vehicle Lifts
tel: 01432 350330

PSV Glass
tel: 01494-533131 Fax: 01494 462675

R

Reg. Plates, Tayside Numbers:
tel: 01826 25245

S

SBC Glazing, Windscreens
tel: 01737 763588

Scania GB Ltd Milton Keynes
MK15 tel: 01908 210210
Screen Savers, Glazing
tel: 01831 551166

Southcoast, Trimmings
tel: 01703 660676

Steamy Windows, J W
Glass tel: 01283 32418

Steering Box Repairs &
Exchange tel: 01905 795955

Somers Vehicle Lifts
tel: 0121 501 1077

T

Telma Retarder Ltd
tel: 01908 642822 Fax: 641348

Time Table Frames,
Broadwater: tel: 01379 644327

Toyota GB tel: 01737 785320
After Sales tel: 01737 785213

Training-Vi's-Comp.
Service tel: 0117 9543291

Tramontana, Coach & Mini-
Bus Sales tel: 01698 861790

Transport Heating
Supplies tel: 01925 722687

U

Uniforms Unlimited, Fax &
tel: 01423 528275

V

Vehicle Wash Equipment
Brushwash tel: 01252 377855

Vehicle Lifts — Somers Handling
tel: 0121 501 1077

Vulcan Eng, Seats&Hand Rails
Halifax tel: 01422 202840

W

Walter Alexander (Falkirk) Ltd,
tel: 01324 621672
Fax: 01324 633120

Workshop Equipment, call
Reco tel: 0117 9862449

Wrightsure Insurance Services
Limited. tel: 01375 378371/
0151 724 2266

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Tellings Golden Miller Ltd
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To be received no later than 4th January 1996.

(60342/APP)

COACH CONTROLLER - OPERATIONS

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(60424/APP)

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BUS SERVICE TENDERING, WEST MIDLANDS AREA

1. TENDERING LIST

Centro subsidises socially necessary local bus services in the West Midlands area.

A number of contracts are due for renewal during 1996. Operators who may be interested in providing such services on a contract basis and who are not already on Centro's Tendering List are invited, in accordance with Section 89(4)(a) of the Transport Act 1985, to write to the Bus Services Manager at the address below before the 5th January 1996.

2. INFORMATION REGARDING THE OUTCOME OF TENDERS

Information published in accordance with Sections 90(2) and 90(3) of the Transport Act 1985 and Services Subsidy Agreements (Tendering) Regulations 1985 is available for inspection during normal office hours in the Reception Office at the address below.

Centro Operations
Department,
Centro House,
16 Summer Lane,
Birmingham, B19 3SD.

Telephone:
0121 200 2787

(60346/APP)

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60341/WWW

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Presently a vacancy exists for an experienced Coach Manager at our depot in Rusholme, Manchester.

Reporting to our Operations Director, the successful applicant will be responsible for our fleet of twelve coaches. A thorough working knowledge of private hire, excursion and tour operations is essential.

Applicants must possess a current PCV licence and International CPC. A geographical knowledge of the Manchester area is also desirable. An attractive salary package will be offered including the use of a company car.

Applications in writing with full CV to: **Managing Director**
Finglands Coachways Limited
261 Wilmslow Road
Rusholme Manchester M14 5LJ

cpt
member

FINGLANDS
COACHWAYS

Closing date 7 January 1996



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Will your customers be enjoying the new Victoria Coach Station in 1996?

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Telephone 0171 730 3466 Fax 0171 730 2589

Remember that demand for slots is always heavy, so make sure we receive your application in good time.

In brief

■ **MARTIN Bright**, who is responsible for developing Oscar Faber TPA's transport consultancy business in Europe, has been promoted to director. He is based in the company's Birmingham office. At the same time OFTPA has appointed three regional directors: **Ian Dudgeon** (Edinburgh); **Ian Routledge** (York); **Tim Smith** (St Albans) and two additional associate directors, **Clair Carr** (Edinburgh) and **Julie Rickard** (St Albans).

■ **COUNCILLOR Alan Lloyd**, chairman of Hampshire County council planning and transportation committee, has been elected president of POLIS, the European problem-solving transport and environment association. He takes up the office in the Spring.

▼ Bus

London Central drivers notch up safety awards

Pair have 61 years of bus driving between them

by Mike Morgan

TWO drivers with London Central, the Go-Ahead Group's subsidiary in the capital, have gained safety awards for exceptional periods of bus driving without a blameworthy accident.

Osford Edwards, 60, of New Cross garage, has completed 32 years; and Peckham-based driver, **Keith Douglas**, 54, has completed 29 years. Both received Road Operators Safety Council (ROSCO) awards.

Mr Edwards joined London Transport as a conductor at Tottenham



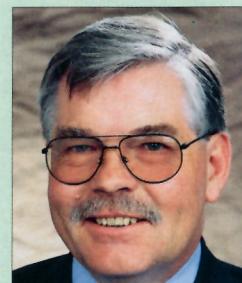
Drivers Keith Douglas (left) and Osford Edwards

Garage in 1961 and transferred to New Cross in 1972.

He now drives on route 171 between Holborn Station and Watford Garage.



Former advanced driving instructor Mr Douglas has worked from Peckham since 1965. Route 63, Kings Cross to Crystal Palace, is his regular work. **CBW**



▼ Supplier

Promotion for Harwood

DEREK Harwood is promoted to export technical sales manager within the T&N Friction Products Group aftermarket division. He switches from technical manager for the Belaco and Duron brands.

The move comes after 26 years with T&N. He started with Brake Linings Ltd, Buxton, as a technical assistant and subsequently technical manager.



The PSV industry's news weekly

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Coach and Bus Week is the news weekly for coach and bus operators. *Transit* provides vital analysis of, and information on, the UK public transport scene every fortnight. Together they make an unbeatable and invaluable package. All annual subscription rates include delivery by first class post. It is important to fill out all parts of this form. NB: *Transit* is not available on subscription without *Coach and Bus Week*.

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YOUR COMPANY DETAILS

1. What is your primary job title?

Owner/Director	(Tick one only)	<input type="checkbox"/> 01
Senior/General Manager		<input type="checkbox"/> 02
Engineering/Service Manager		<input type="checkbox"/> 03
Other, (please specify)		<input type="checkbox"/> 04

2. What is your company's main business function?

Bus Operator	<input type="checkbox"/> 01
Coach Operator	<input type="checkbox"/> 05
Coach & Bus Operator	<input type="checkbox"/> 02

Local Government..... ☐ 03
Other (please specify)..... ☐ 04

3. How many vehicles does your company own/operate?
(Tick all that apply)

	Buses	Coaches
1-5	<input type="checkbox"/> 01	<input type="checkbox"/> 10
6-10	<input type="checkbox"/> 02	<input type="checkbox"/> 11
11-15	<input type="checkbox"/> 03	<input type="checkbox"/> 12
16-25	<input type="checkbox"/> 04	<input type="checkbox"/> 13
26-39	<input type="checkbox"/> 05	<input type="checkbox"/> 14
40-100	<input type="checkbox"/> 06	<input type="checkbox"/> 15
101-400	<input type="checkbox"/> 07	<input type="checkbox"/> 16
401-1000	<input type="checkbox"/> 08	<input type="checkbox"/> 17
1000 +	<input type="checkbox"/> 09	<input type="checkbox"/> 18

4. Do you have responsibility for the recommendation/purchase and/or specification of the following?

	Pur	Spec	Rec
Vehicles	<input type="checkbox"/> 01	<input type="checkbox"/> 12	<input type="checkbox"/> 23
Parts/Spares	<input type="checkbox"/> 02	<input type="checkbox"/> 13	<input type="checkbox"/> 24
Oil/Fuel	<input type="checkbox"/> 03	<input type="checkbox"/> 14	<input type="checkbox"/> 25
Breakdown	<input type="checkbox"/> 04	<input type="checkbox"/> 15	<input type="checkbox"/> 26
Insurance/Finance	<input type="checkbox"/> 05	<input type="checkbox"/> 16	<input type="checkbox"/> 27
Fuel Cards	<input type="checkbox"/> 06	<input type="checkbox"/> 17	<input type="checkbox"/> 28
Training	<input type="checkbox"/> 07	<input type="checkbox"/> 18	<input type="checkbox"/> 29
Venue/Attraction Tickets	<input type="checkbox"/> 08	<input type="checkbox"/> 19	<input type="checkbox"/> 30
Ferry Crossing	<input type="checkbox"/> 09	<input type="checkbox"/> 20	<input type="checkbox"/> 31
Hotel Bookings	<input type="checkbox"/> 10	<input type="checkbox"/> 21	<input type="checkbox"/> 32
Theatre Tickets	<input type="checkbox"/> 11	<input type="checkbox"/> 22	<input type="checkbox"/> 33
Other, (please specify)			<input type="checkbox"/> 34

5. What type of work does your company undertake?

Private Hire	(Tick all that apply)	<input type="checkbox"/> 01
Day Excursions		<input type="checkbox"/> 02
British Tours		<input type="checkbox"/> 03
European Tours		<input type="checkbox"/> 04
Local Government Contracts		<input type="checkbox"/> 05
Emergency/Breakdown Services		<input type="checkbox"/> 06

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